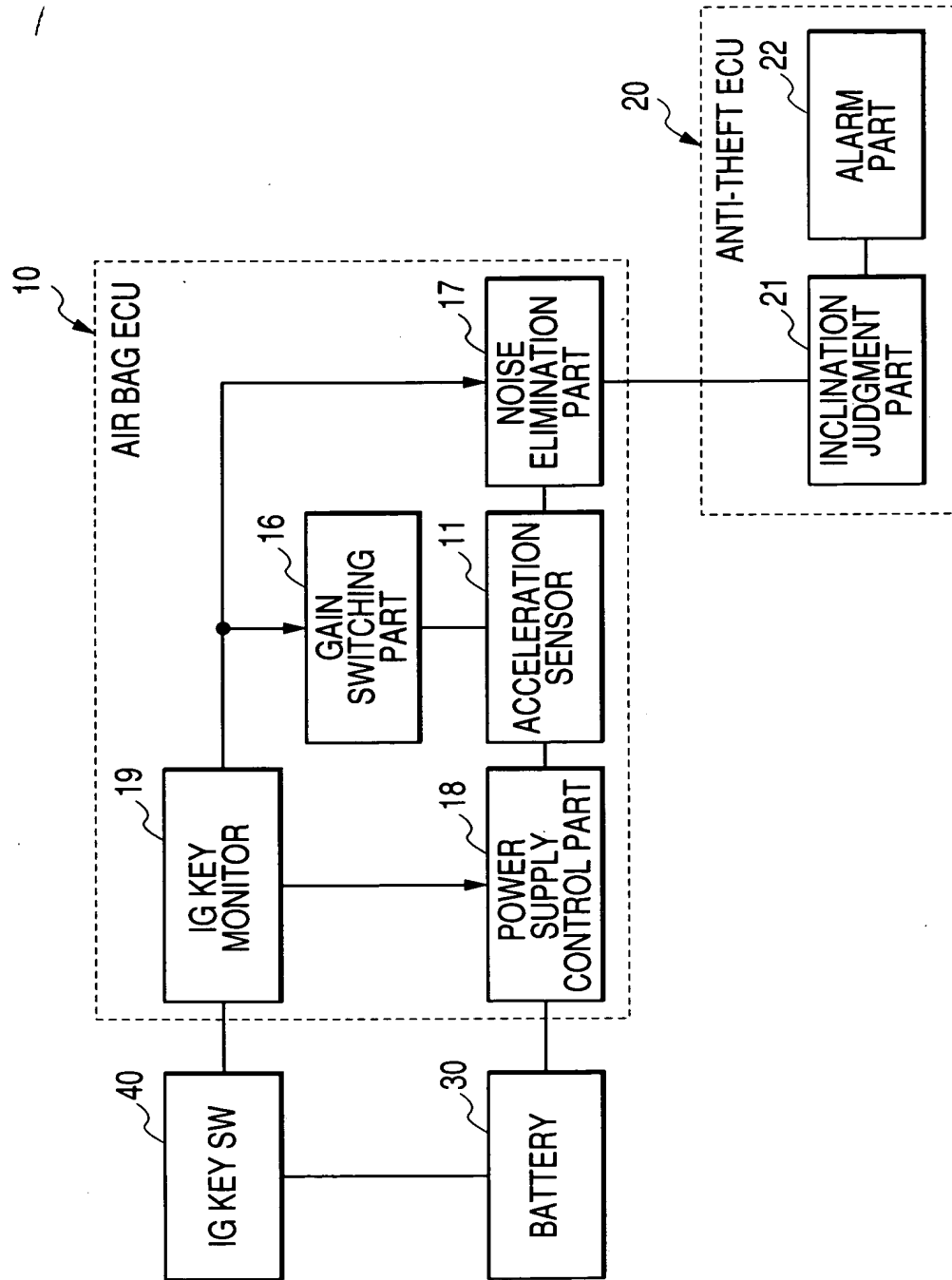
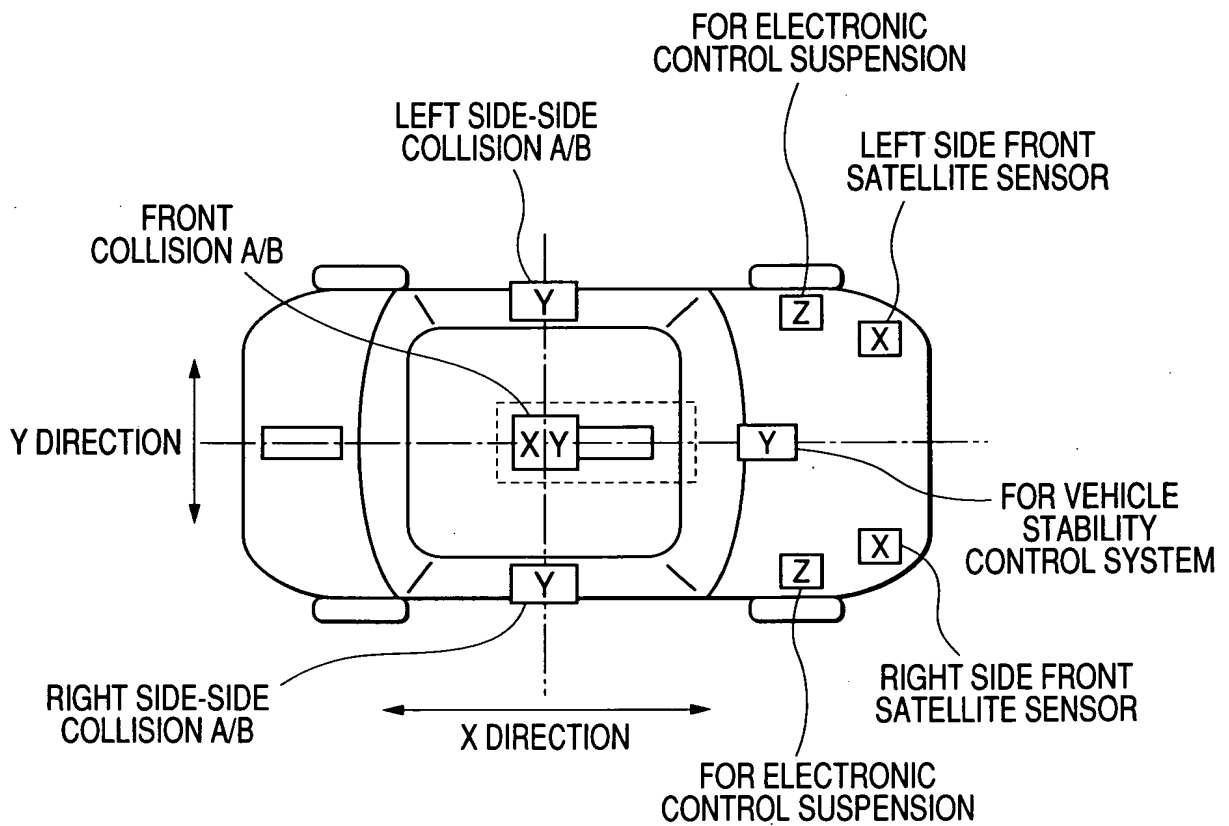
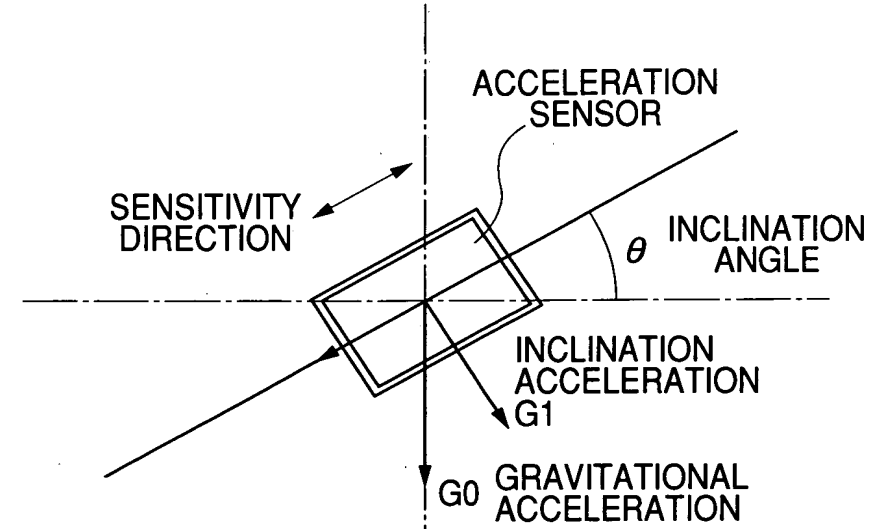


FIG. 1



**FIG. 2A**



**FIG. 2B**

$$\begin{aligned} \text{(ACCELERATION SENSOR OUTPUT} &= G_0 \cdot \cos(90^\circ - \theta) \text{)} \\ \text{LIFT AMOUNT} &= \text{VEHICLE WIDTH} \cdot \sin \theta \end{aligned}$$

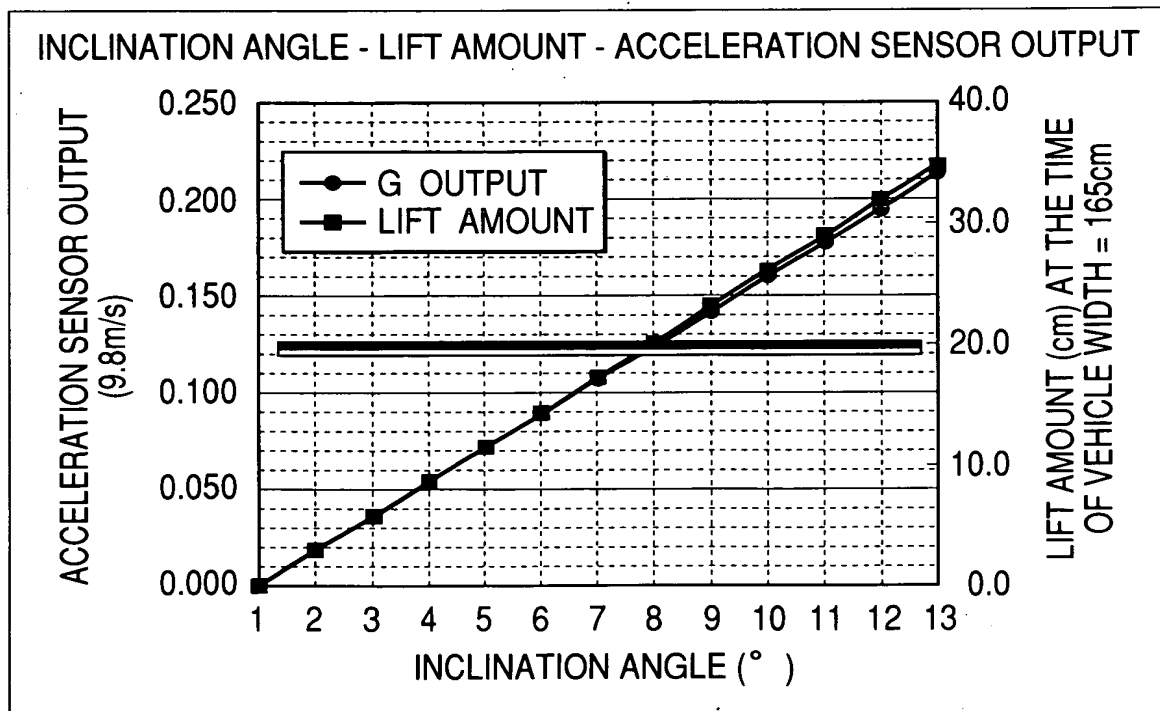
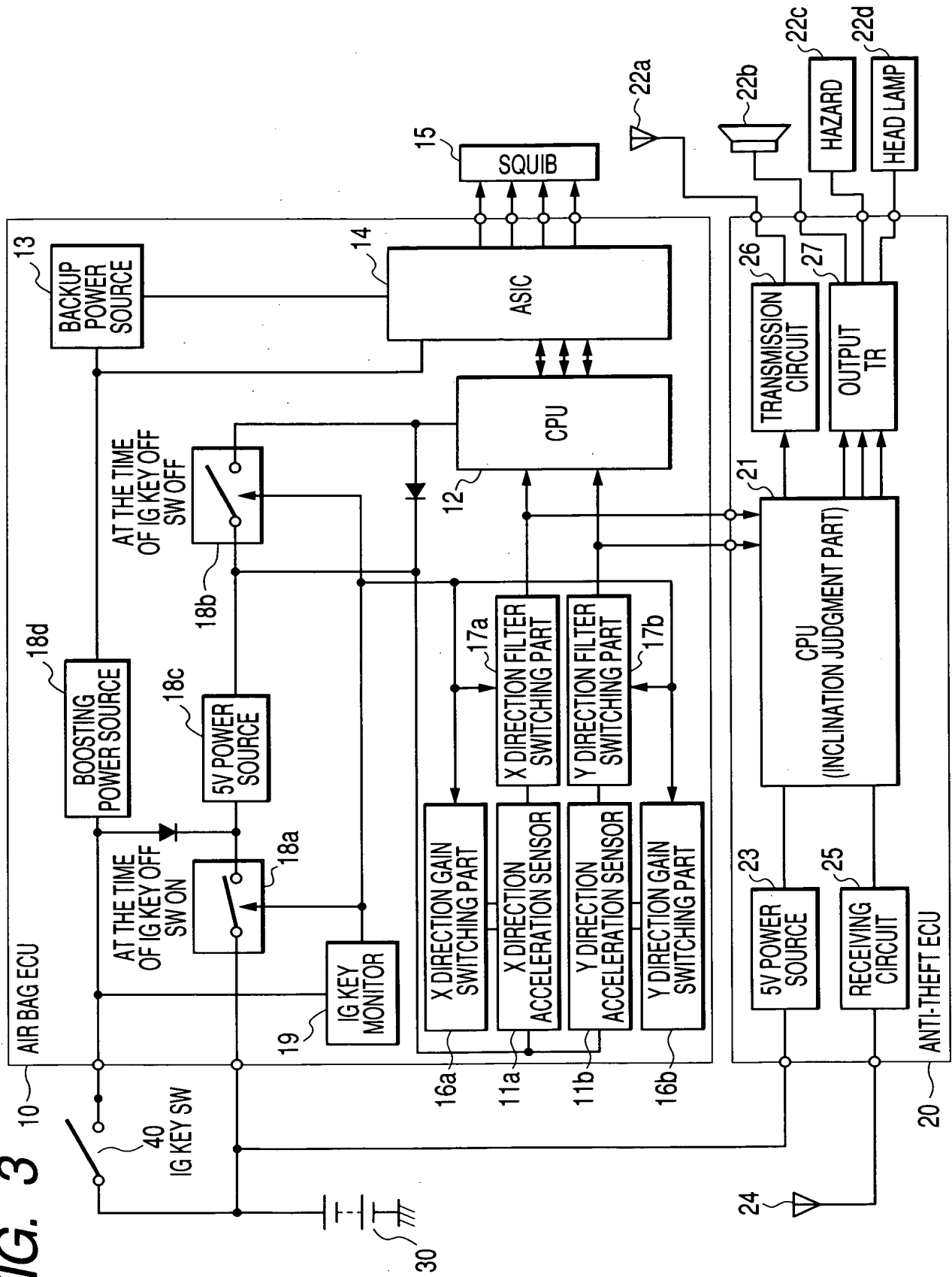
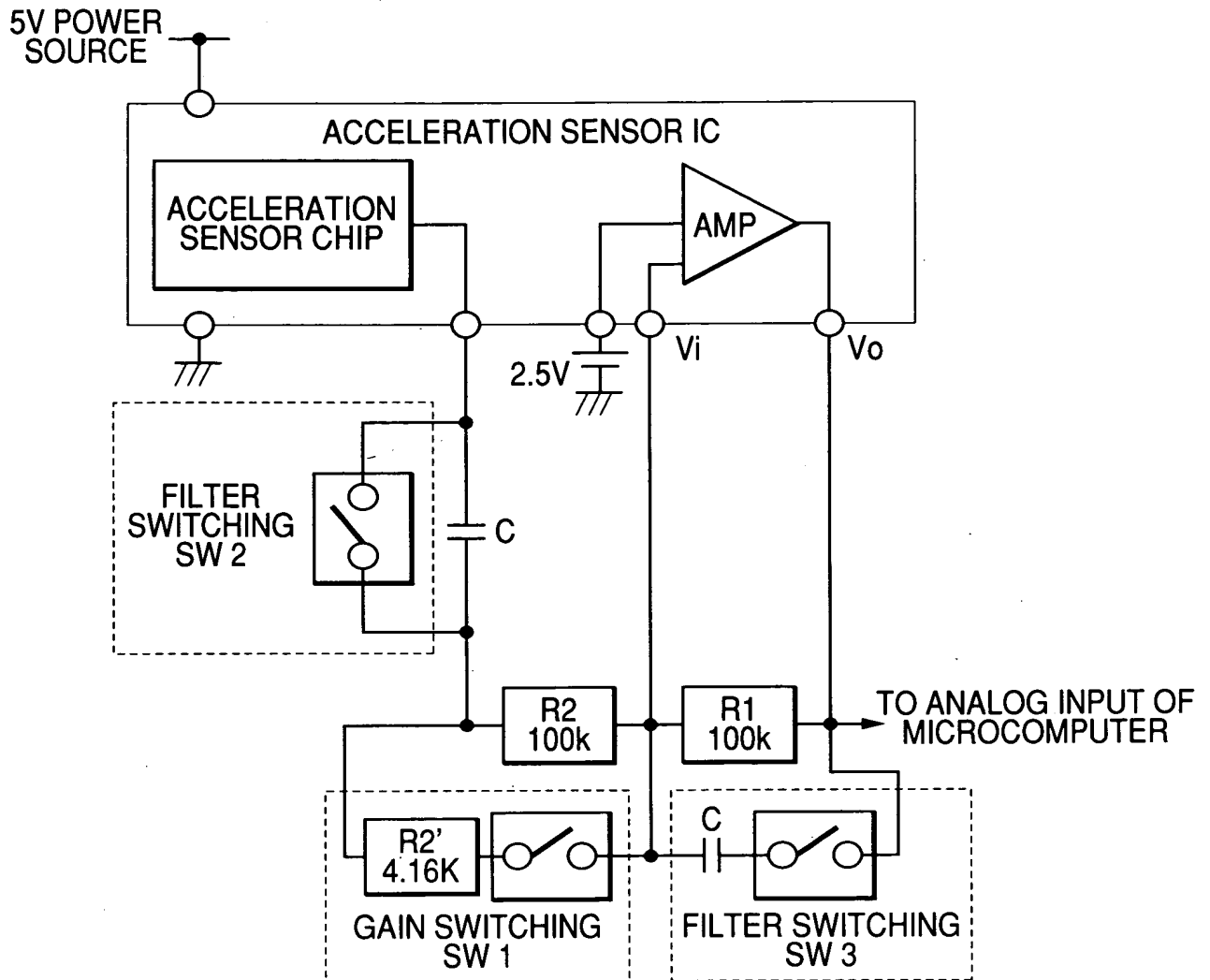
**FIG. 2C**

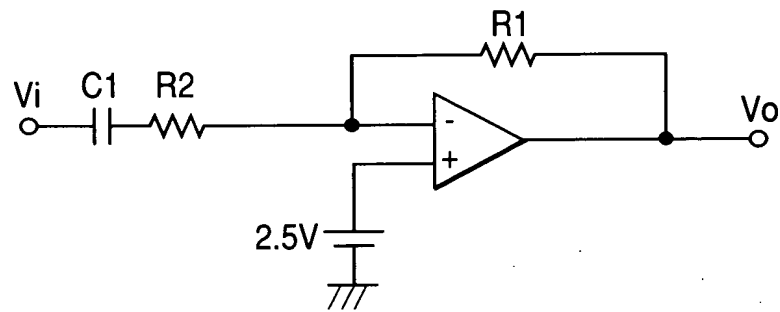
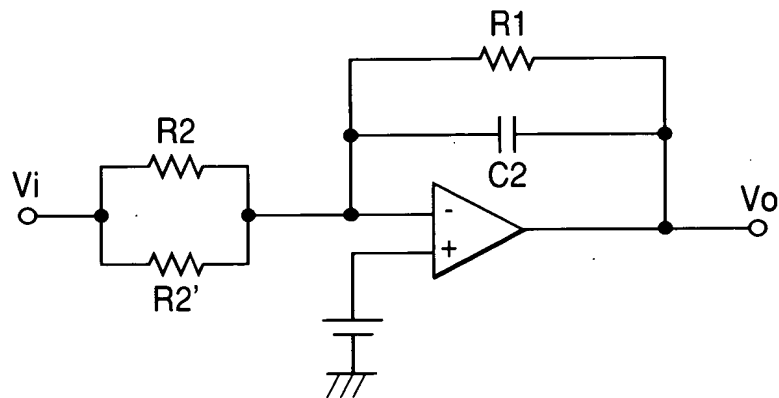
FIG. 3



**FIG. 4**

**FIG. 5A**

IG KEY	GAIN SWITCHING SW 1	FILTER SWITCHING SW 2	FILTER SWITCHING SW 3	GAIN	CUTOFF FREQUENCY
ON	OFF	OFF	OFF	$\pm 50G$	200Hz
OFF	ON	ON	ON	$\pm 2G$	50Hz

**FIG. 5B****FIG. 5C**

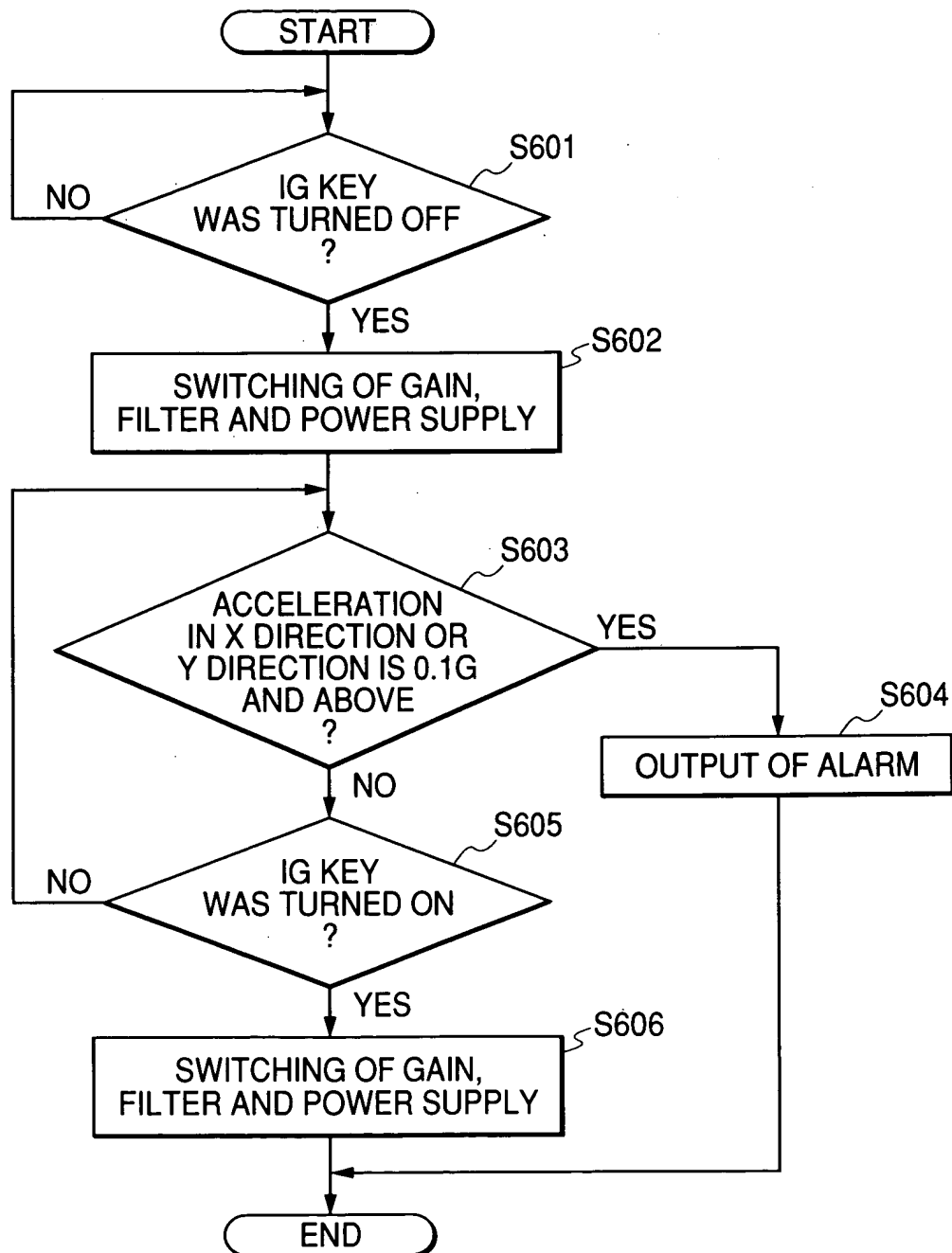
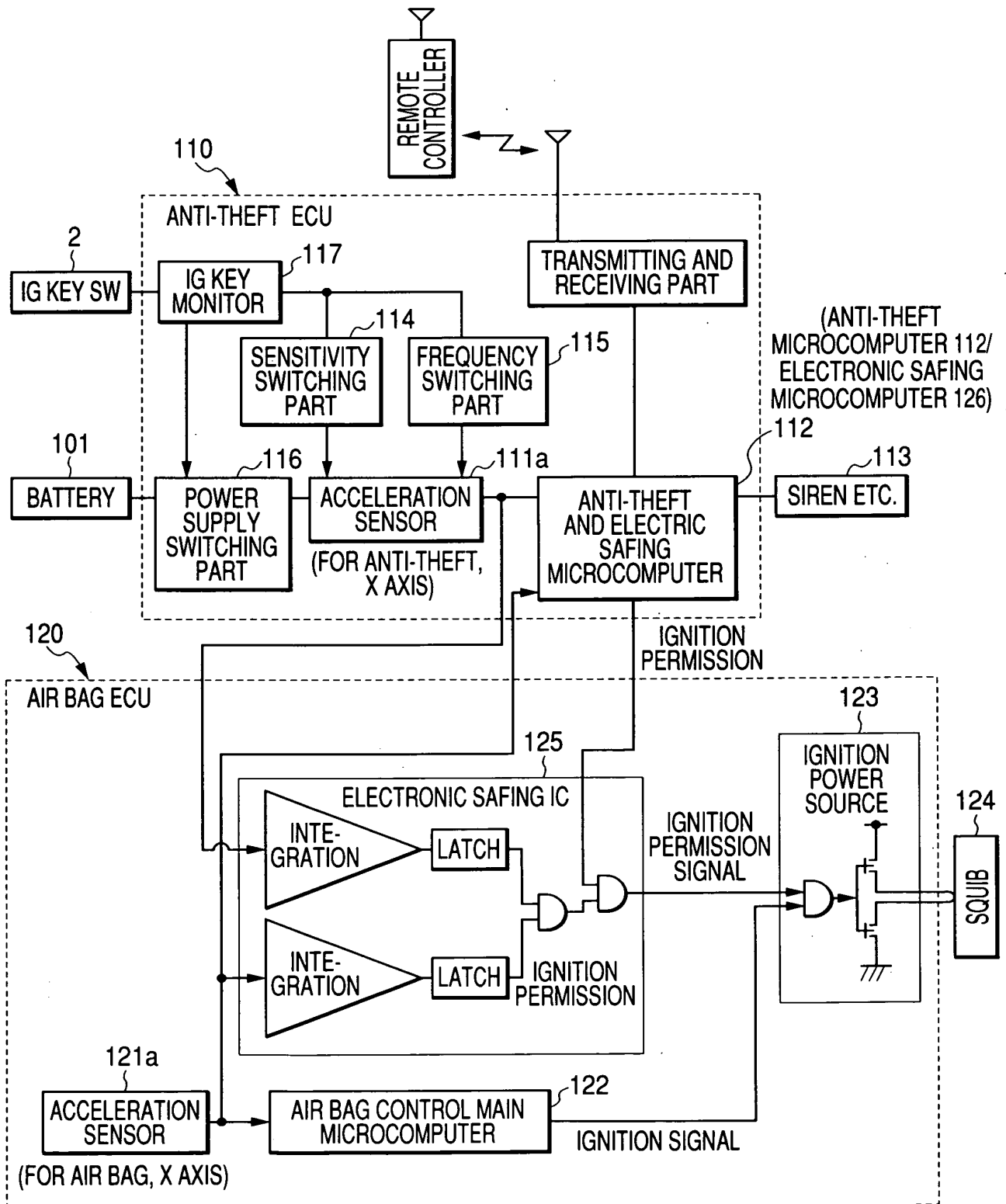
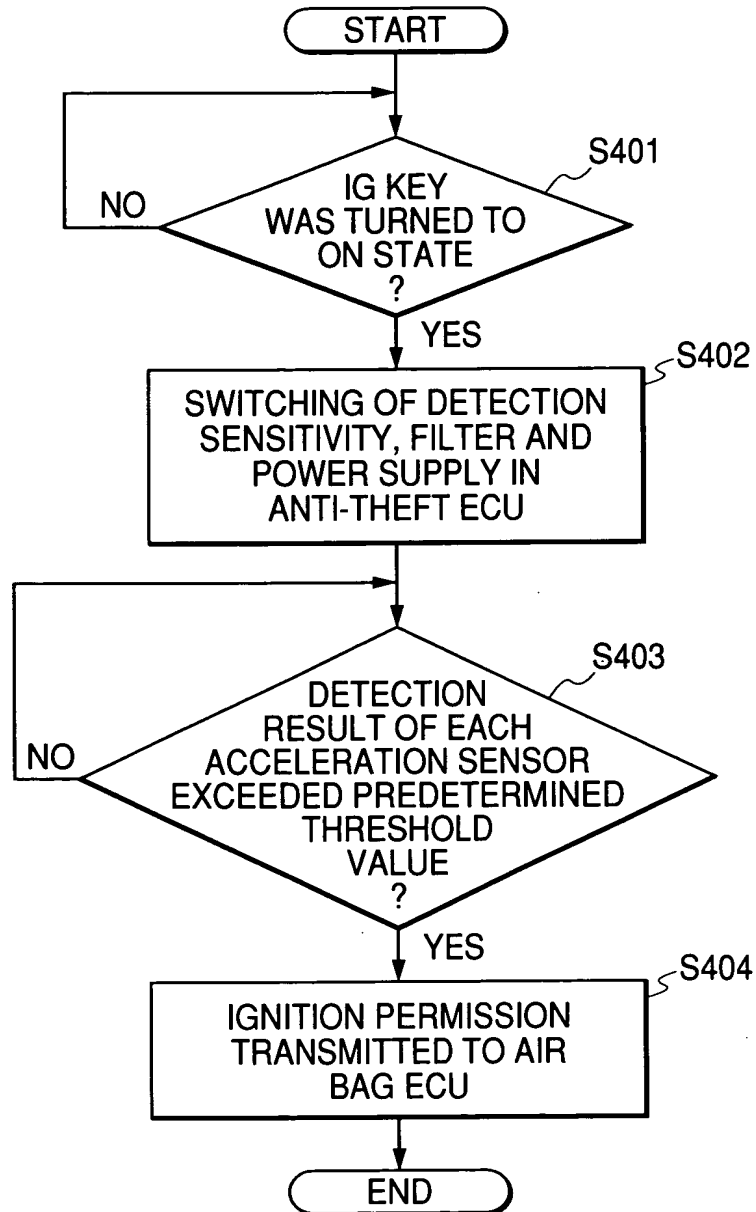
**FIG. 6**

FIG. 7





**FIG. 8**

**FIG. 9**

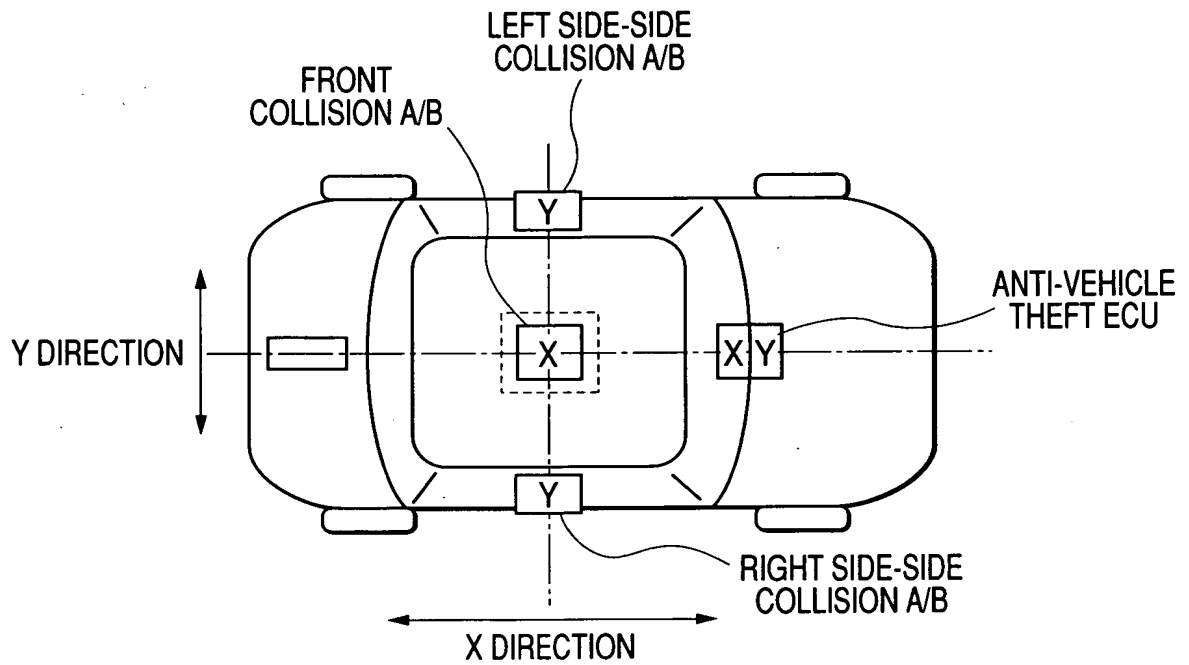


FIG. 10

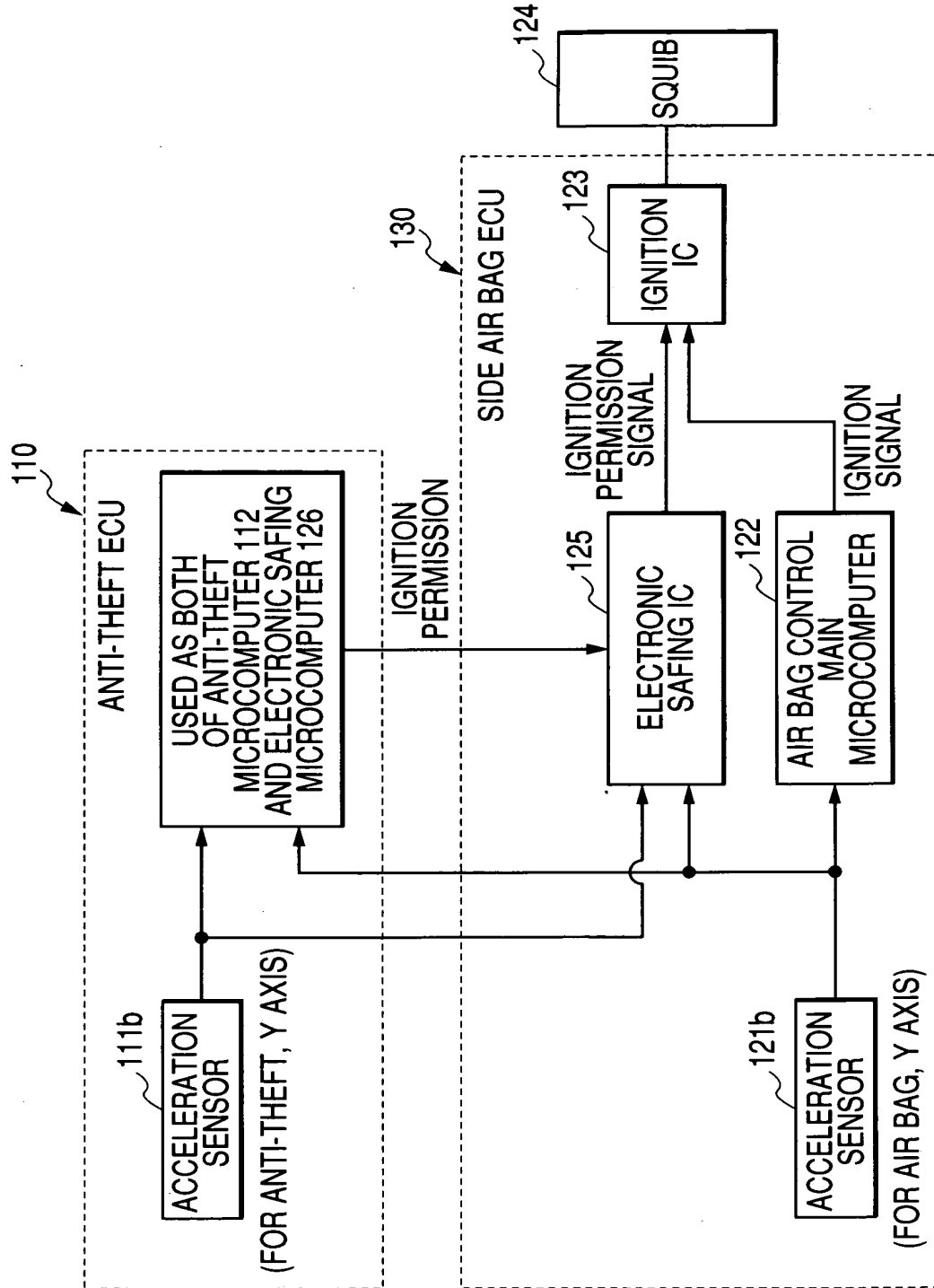


FIG. 11

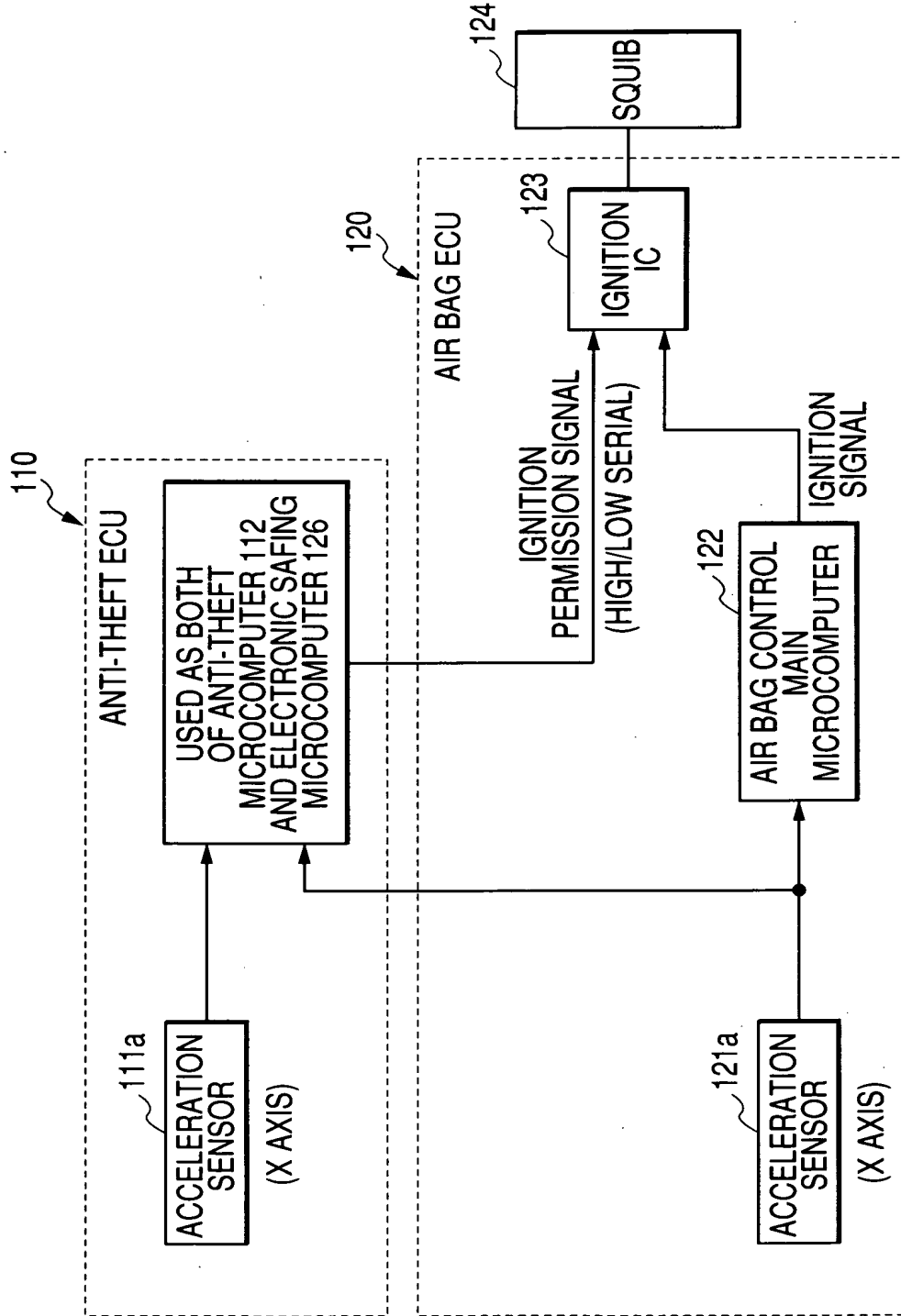


FIG. 12

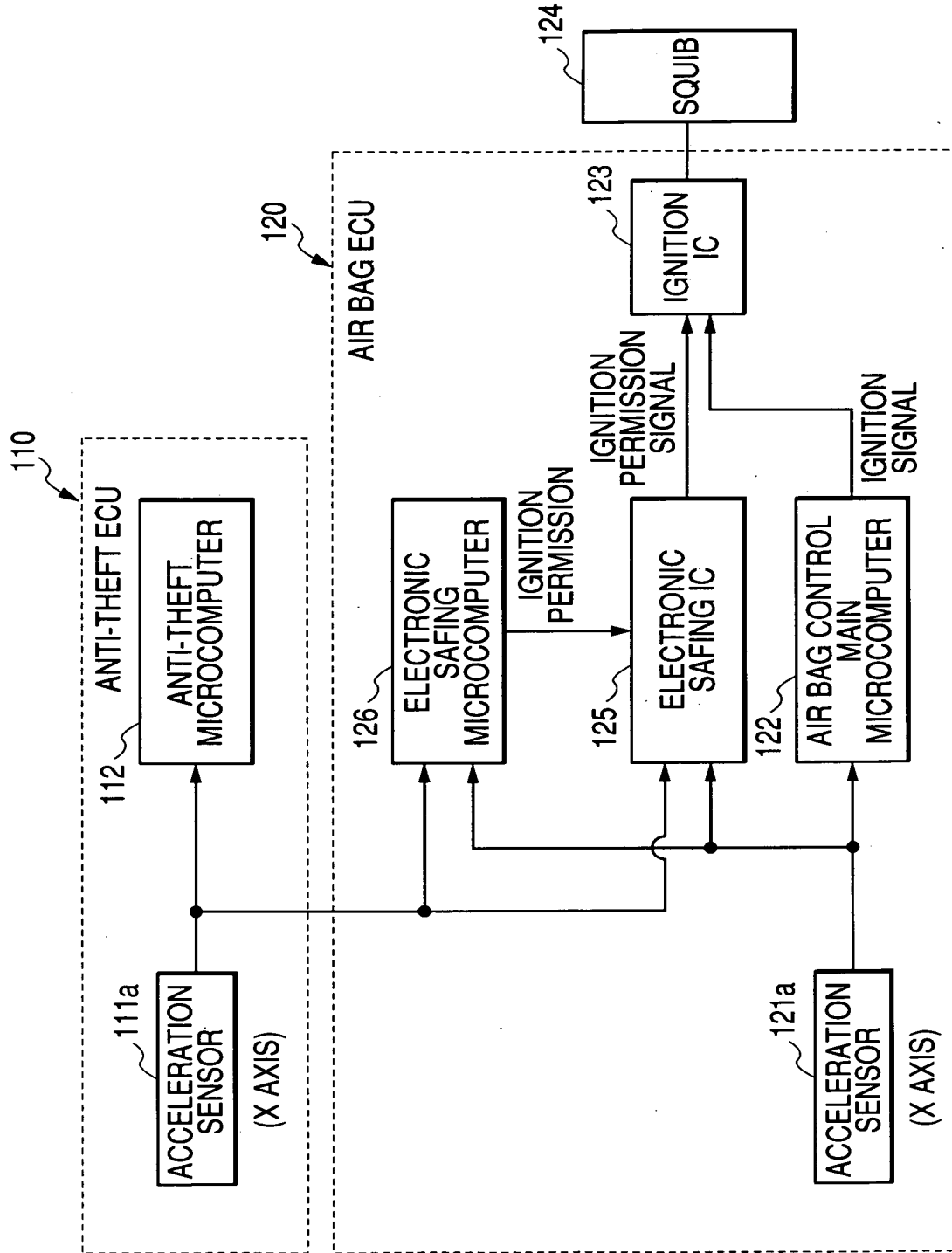


FIG. 13

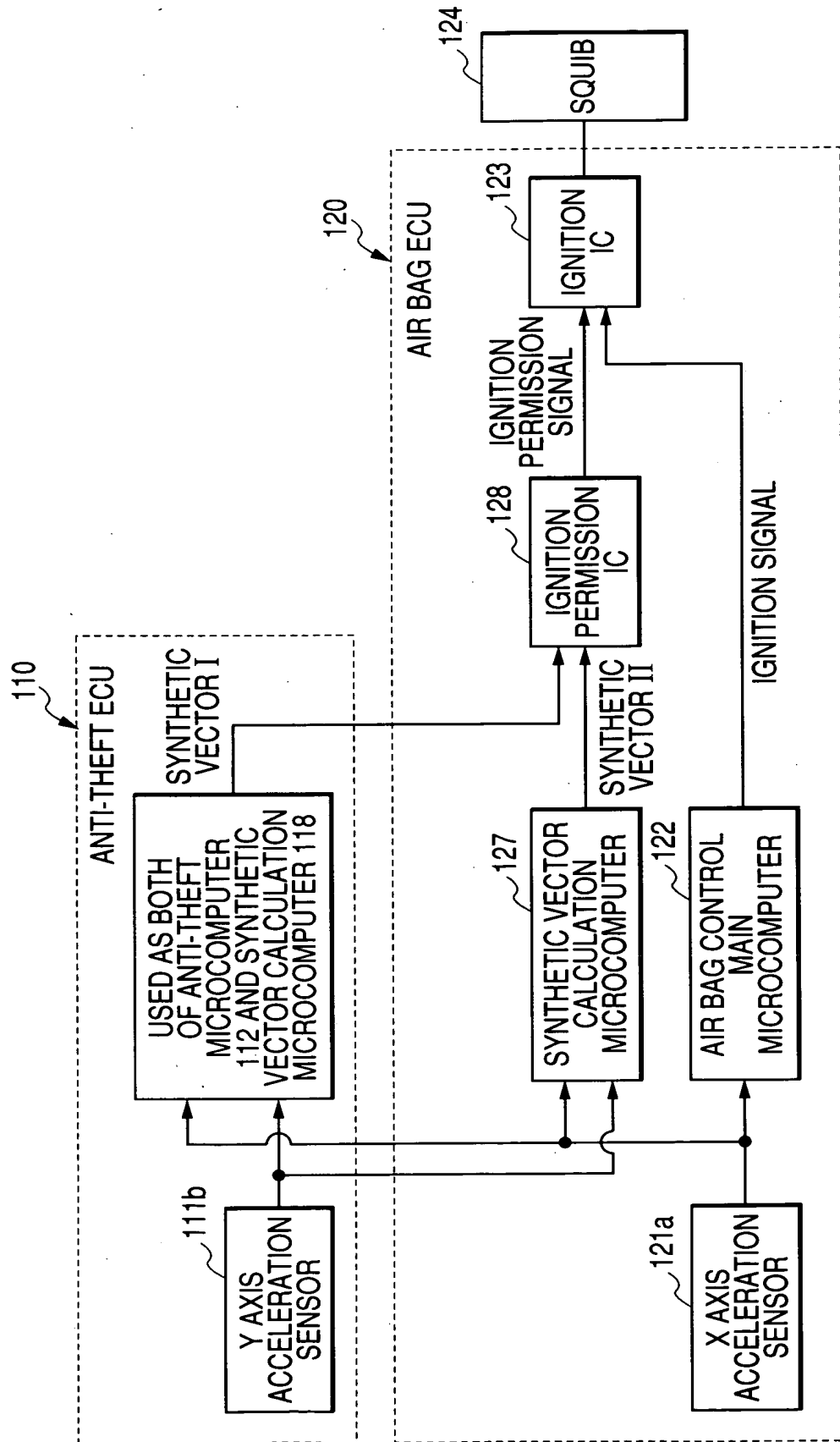


FIG. 14

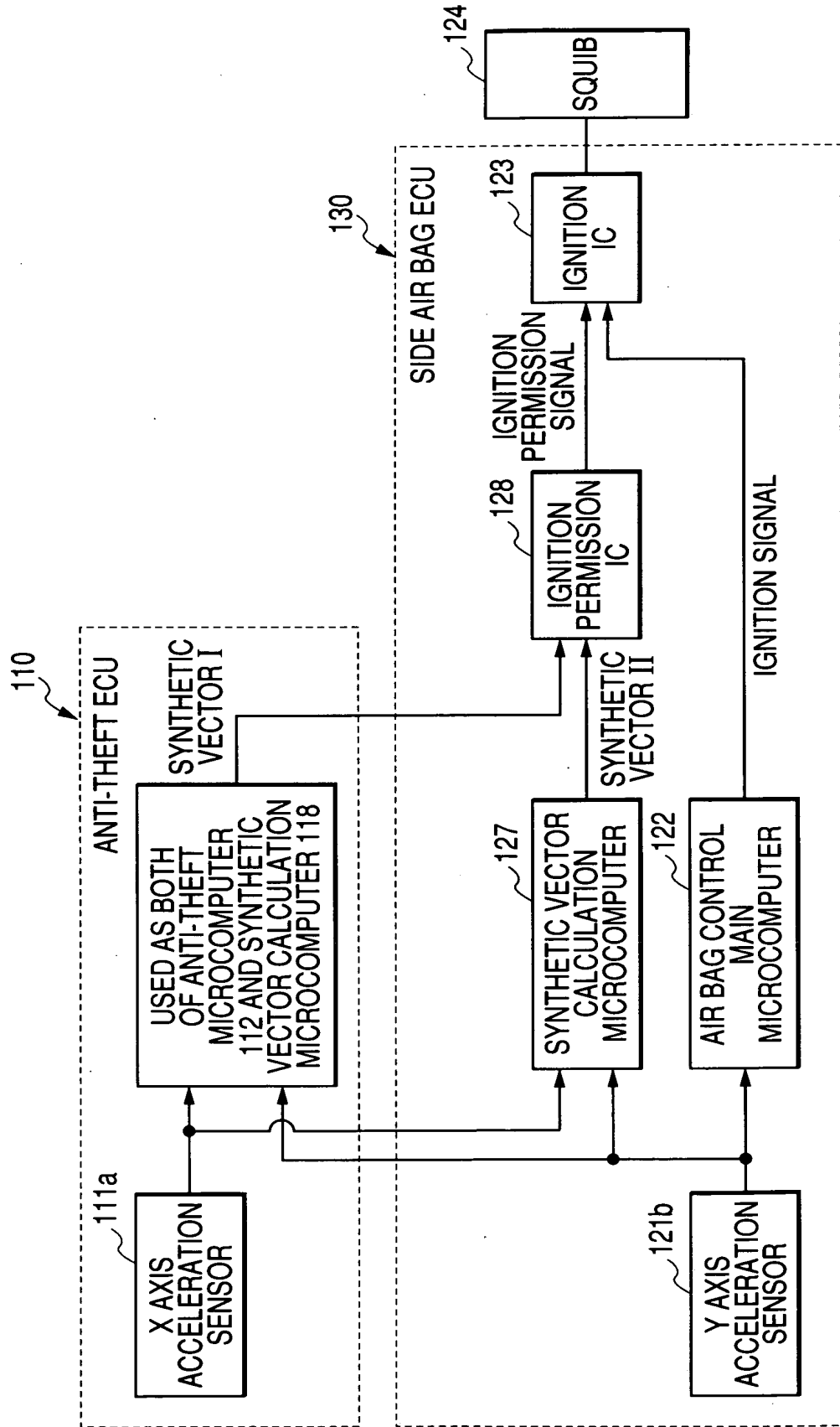


FIG. 15

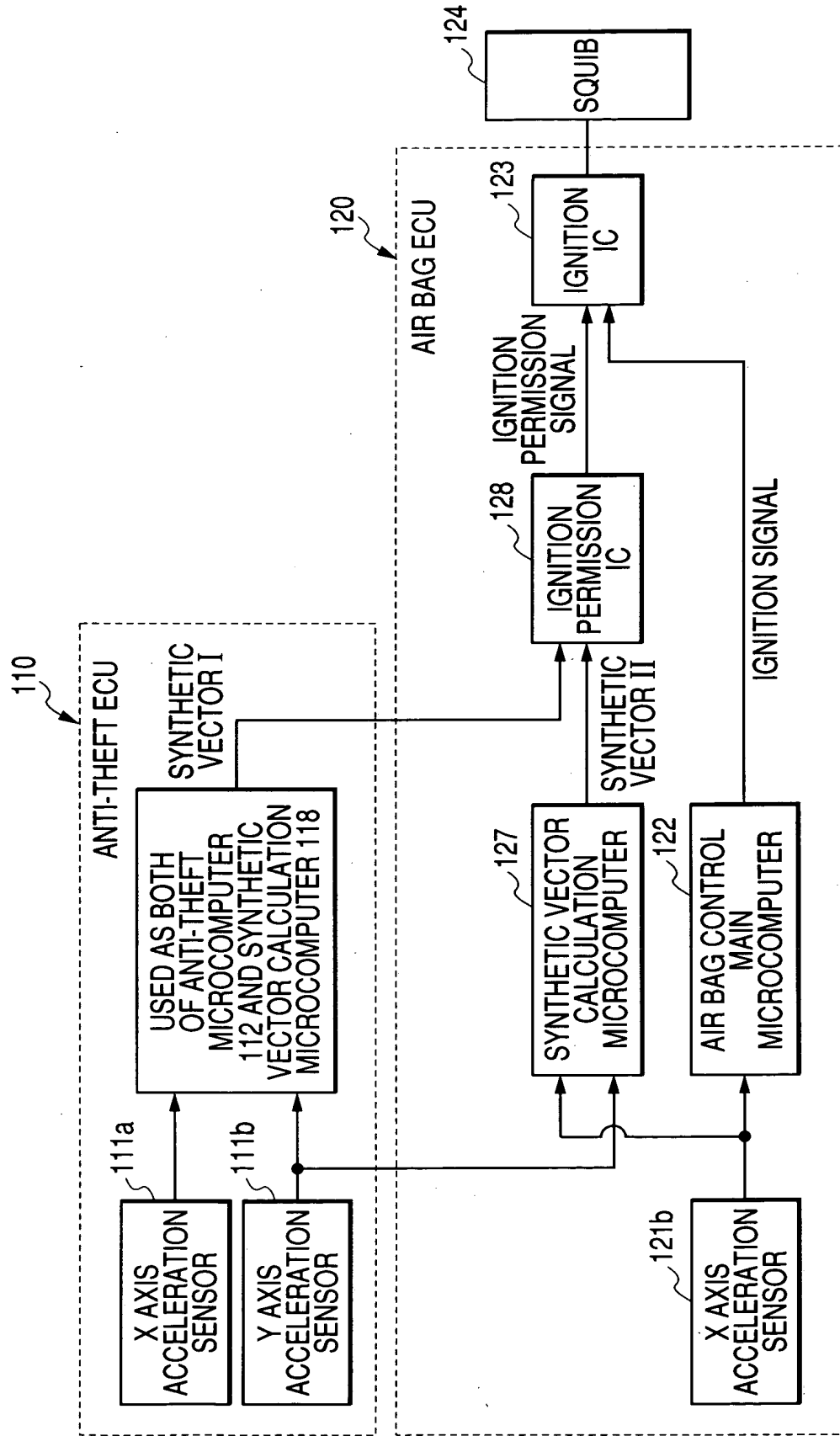




FIG. 16

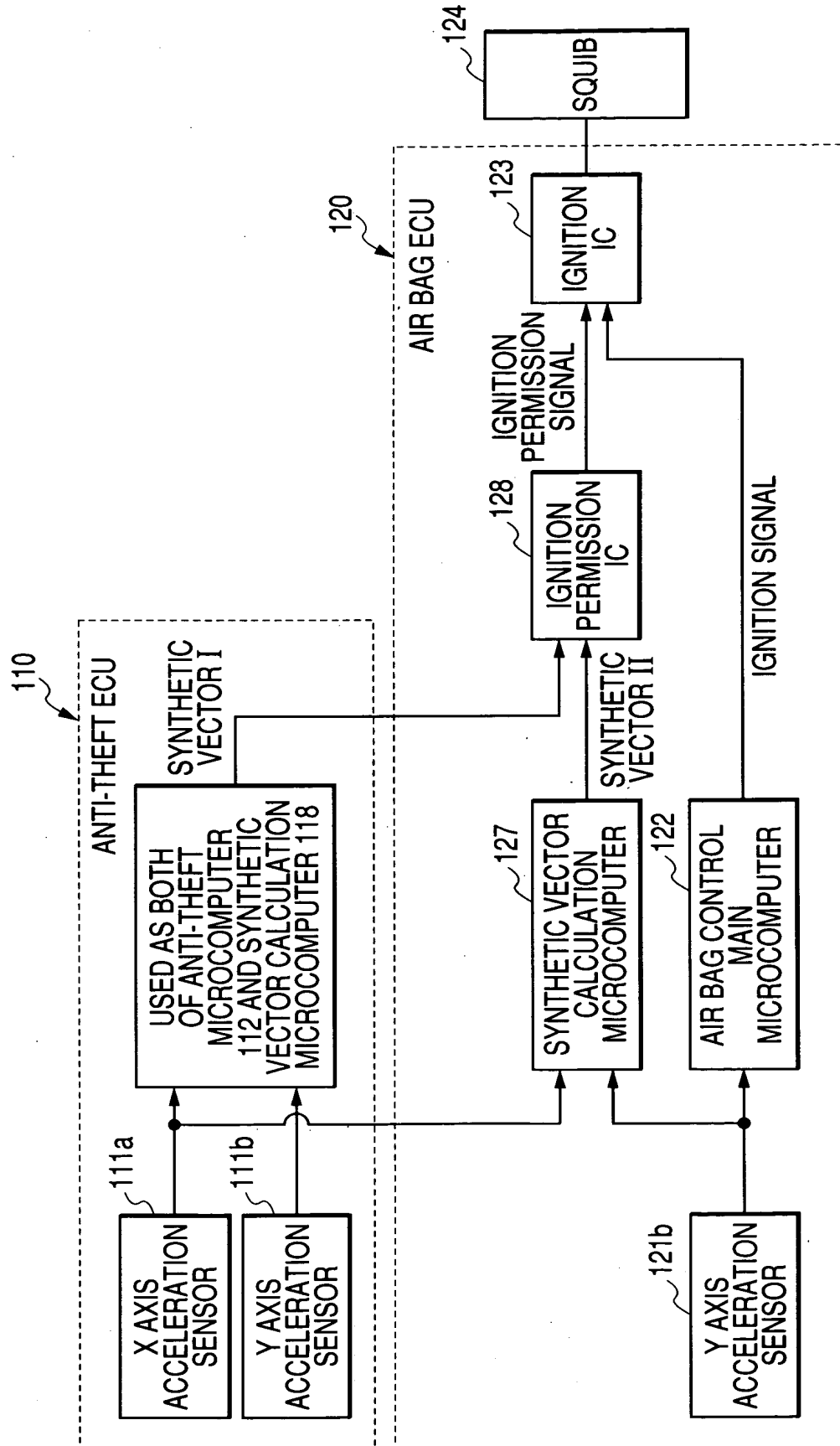


FIG. 17

